

SPEEDING IN THE WORKZONE MAXIMUM \$250 PENALTY

AUTHORIZATION

Senate Bill 30 entitled "An Act to Allow an Increased Penalty for Speeding in a Highway Work Zone of up to Two Hundred Fifty Dollars" became effective on October 1, 1997. This Bill rewrote section (j2) of General Statue 20-141. In this Bill it says "the Secretary shall ensure that work zones shall only be posted with penalty signs if the Secretary determines, after engineering review, that the posting is necessary to ensure the safety of the traveling public due to a hazardous condition." Described below is a process to implement this bill.

IMPLEMENTATION PROCESS

- 1- Process initiated by contact from the Traffic Control, Marking, and Delineation Section of Traffic Engineering and Safety Systems Branch to the Area Traffic Engineer's office requesting an engineering investigation of the work zone.
- 2- Engineering Investigation will include a review of the existing posted speed limit and the need for the increased penalty of up to \$250 for speeding in the workzone.
- 3- Factors to be reviewed will include but are not limited to:
 - a) prevailing speed of the traffic stream (85th percentile speed)
 - b) type of work to be performed
 - c) alterations to traffic pattern
 - d) closeness of traffic to work zone, workers, and traffic control devices
 - e) periods of time when b, c, and d above affect traffic flow
- 4- Traffic Control Section and the Area Traffic Engineer will collaborate on any recommendation to lower the posted speed limit and/or post the increased penalty signs. The suggested minimum length for a speed reduction zone is 2 miles. The speed limit may be reduced along a portion of a workzone and/or during certain types of operations and during certain times if conditions warrant.
- 5- If it is determined after an engineering investigation that the increased penalty for speeding in the workzone should apply to this location it can be used without a speed limit reduction.
- 6- If it is determined after an engineering investigation that the existing posted speed limit should be lowered in the workzone then the increased penalty for speeding in a workzone should be used.
- 7- Any recommended ordinances to reduce the posted speed limit in the work zone and/or post the increased penalty for speeding in the workzone signs shall be approved and signed by the State Traffic Engineer prior to installation of these signs.

8- The signing for this process is shown on the attached drawing and should include the following signing changes and additions:

- a) REPLACE the existing "Begin Work Zone" black on orange, diamond shaped sign (W20-1E) with a sign made of a standard speed limit sign, black on white, for the posted speed limit for that location (R2-1) and 2 florescent orange panels, one on top of the sign (Begin) and one on the bottom of the sign (Work Zone). This signing change will apply to all workzones statewide. The sign will be installed at the beginning of the workzone including on ramps and y-lines.
- b) Install "Max Penalty \$250" black on white sign as a supplemental panel beneath the sign described in (a) above if after an engineering investigation it is determined the location meets the warrants for increasing the penalty for speeding in a workzone. This sign will apply for the entire workzone and for the entire life of the workzone.
- c) If after an engineering investigation it is determined that the location meets the warrants for a speed reduction then this speed reduction signing will be the standard speed reduction signing as described in the MUTCD. The "Max Penalty \$250" described in (b) above will be placed beneath the speed limit sign as described in (a) above.
- d) If the workzone is longer than 2 miles additional black on white speed limit signs should be used at the midpoint of the workzone but no greater than 2 miles apart. If the speed limit has been reduced inside of the workzone then it should be signed as described in (c) above. In both of these situations the florescent orange panel above the speed limit sign would read "Work" and below the panel sign would read "Zone"
- e) The signing situations involving speed limit reduction inside of a workzone or that only apply during certain times or to certain types of work should be activated and deactivated by "flipping" or rotating the sign to conceal the reduced speed limit. Flashing beacons mounted above the sign assembly may be used to supplement the reduced speed limit.